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## EUREKA FURNISHINGS REPORT

### Introduction

The National Landmark ferry steamer EUREKA was opened to the public in the Fall of 1963 at the Hyde Street Pier. The ferry boat was not given nearly the research attention that the other vessels in the collection were given as to their period of most historic significance or restoration to that period. In fact, the ferry became the offices, work shop and public rest rooms for the Hyde Street Pier. On shore rest rooms were not built until 1991.

It should be noted that all restoration, repairs and renovation work as outlined here reflects the ferry's peak years between 1922 and 1941. During the years the vessel there has been a gradual refinement in the planning for the EUREKA. It is good to report that the casual work of early years has been greatly improved in recent times.

There is little documentation about the changes that were carried out in the partial restoration process. Most of the information cited in the Eureka's Historic Structure Report is oral history interviews with long term employees and former employees. The HSR makes the following recommendation, " The forward pilothouse has been restored and is presently open to the public...Historic integrity of the interior would be improved through the addition of equipment and furnishings." (EUREKA HSR p59) Considerable work will be required to make this happen, but the foundations have already been started.



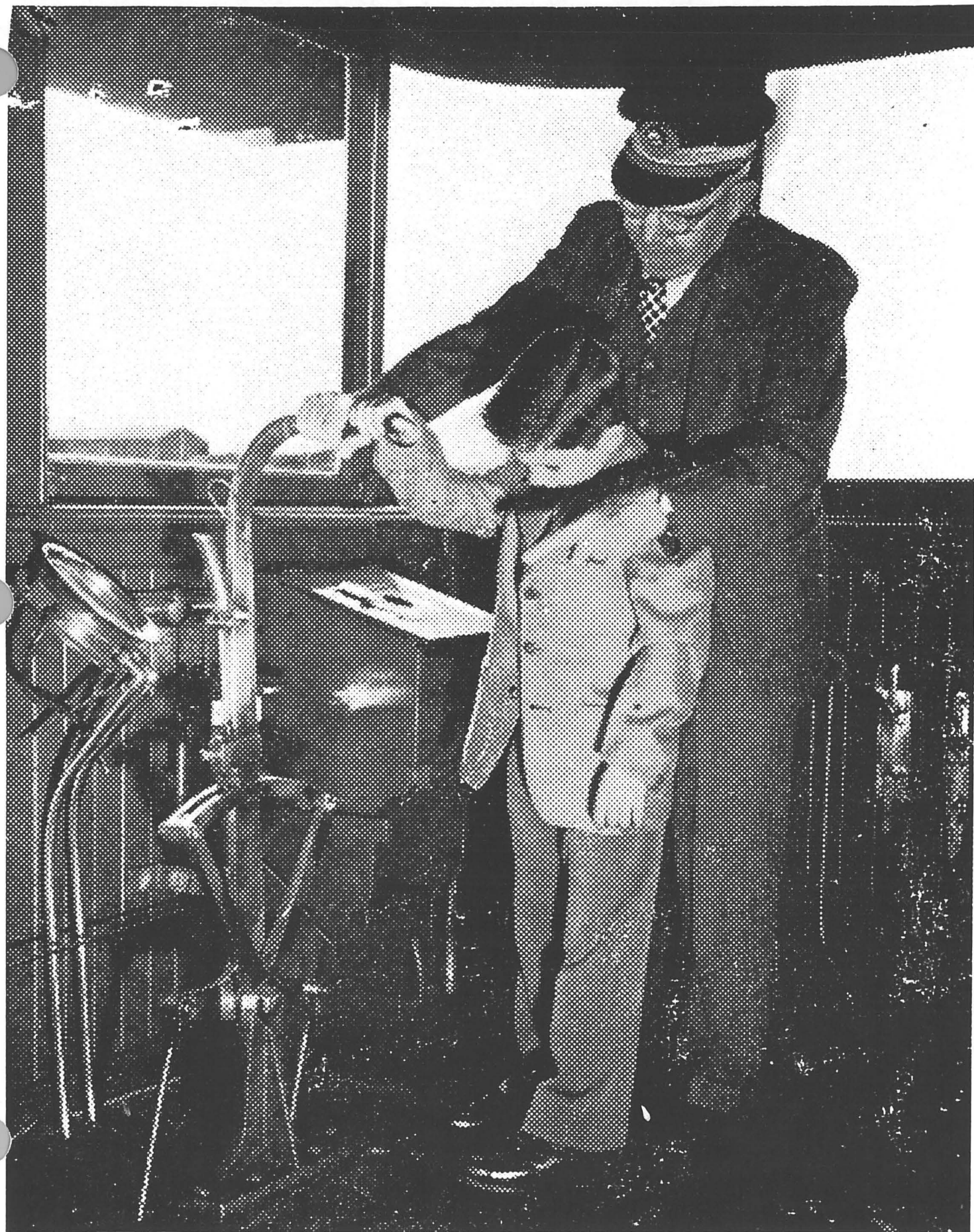
## **Forward Pilot House--First Restoration**

Under California State Park operation Harry Dring and others did a rather casual restoration of the Pilot House for public visitation. The structure has an upper section with the steering station and a lower section that was used by the Master for his office. It is interesting to note that Captain Victor Verdellet came from the UKIAH to the EUREKA and remained with her until she retired from Northwestern Pacific service in 1941.

The first thing the State Park carpenters did was to remove the vertical access ladders which were beyond repair and not suitable for public use. They were replaced with a pair of sloped ladders from the forward passenger deck to the hurricane deck near the Pilot House. When this area is rebuilt, they should be re-installed to provide public access. In addition, the historic ladders next to the lifeboats (inside the fence) should be rebuilt in their correct location. There is a good historic photo of the area in the collection, A10.35,791.30n

## **The Interiors**

Moving inside the forward wheel house, the HSR says " In the course of outfitting the offshore pilot house [until 1993] on EUREKA we have reached a point calling for the machining of a shaft for the steering gear and wheel installation." (Eureka HSR page 18). Although well intended, it is now known that this whole installation is not correct. The wheel is much smaller than the seven foot diameter shown in historic photos and in fact the main





P90-006-02 WL

Approximate Scale  
OF WHEEL

7'3" DIAMETER

Approximate  
Scale  
OF WHEEL  
7'3" DIAMETER

Approximate  
Scale  
OF WHEEL  
7'3" DIAMETER

11/79  
h/c  
1/2 to 1/4

### Pilot House Addenda

The photo shown here is not the EUREKA, but it is a photo of another Northwestern Pacific ferry that was in operation at the same period as the EUREKA. It is the only known photo that shows both the steam powered tiller and the manual steering wheel, aboard one of the NWP ferry boats.

It is very likely that the same set up would have been in EUREKA'S pilot house. The ferry wheel that is in the yacht club is now even more worth a visit. It may be possible to narrow down if it came from a NWP ferry.

Ted Miles March 15,1996



"Captain Alfred Wahrgren stands at the steam tiller in the wheelhouse of the CAZADERO. The wooden steering wheel, no longer in use at the time the picture at left [above] was taken, was detached from the steering gear so that the spinning handles would not would not endanger someone in the pilothouse."  
SF Bay Ferryboats, Harlan page 77.

steering apparatus was a lever to operate the steam powered steering engines. There are a couple of interior photographs that show Captain Verdellet at the steering station. The best interior shot is from a 1959 Southern Pacific article about the Eureka. It shows the steering assembly all the way down to the deck, (Southern Pacific Bulletin, June 1959, p7.).

Some drafting will need to be done in order to re-construct the missing steering machinery. The structure was most likely fabricated in the machine shop of the Northwestern Pacific Rail Road, the owners of the ferry. Working with bronze would be a routine part of railroad operations.

The present engine room telegraph was installed as part of the 1960's restoration. It is similar to the one used aboard but smaller and lacks the white dial of the original. The other major structure in the house was a large manual steering wheel placed in the center of the room. Standing seven feet across, it was a major feature of the steering station. Investigation of the reported wheel in Sausalito and also the floor opening in the house will provide additional details of the structure. The cut off remains of the wooden frame that held the wheel are reported under the raised floors in one of the wheel houses.

### **Finishing the Space**

The interior of the room is currently a mix of red paint, varnished wood and blue paint on the over head. Apparently the whole place was white in the ferry's last years of operation. I



Possible Wheel

Building E - North End

Modern Replica Wheel

about 60" over the handles  
mahogany and in laid woods

SAFR 11392

have not been able to locate anyone who knew the area first hand during the ferry's NWP working years. Therefore paint layers and samples will have to provide clues to what the area looked like. The stern pilot house may have more undisturbed paint than the forward house which has been stripped and repainted during museum ownership. It is evident that the faces of the desk and drawers were once varnished. There are some with red paint and others with varnish on the outside. The front of the seat was most likely varnished at one time also. Unfortunately there are no known photos that look toward the rear of the pilot houses.

Some further data that shows in the 1940 photo of Captain Verdelle (P85-044.3n) are a clock above the corner windows and some form of telephone, presumably used to communicate with other parts of the ship such as the engine room or the other pilot house. The whistle cord goes out the window headed for the triple chime whistle mounted on the forward side of the smokestack.

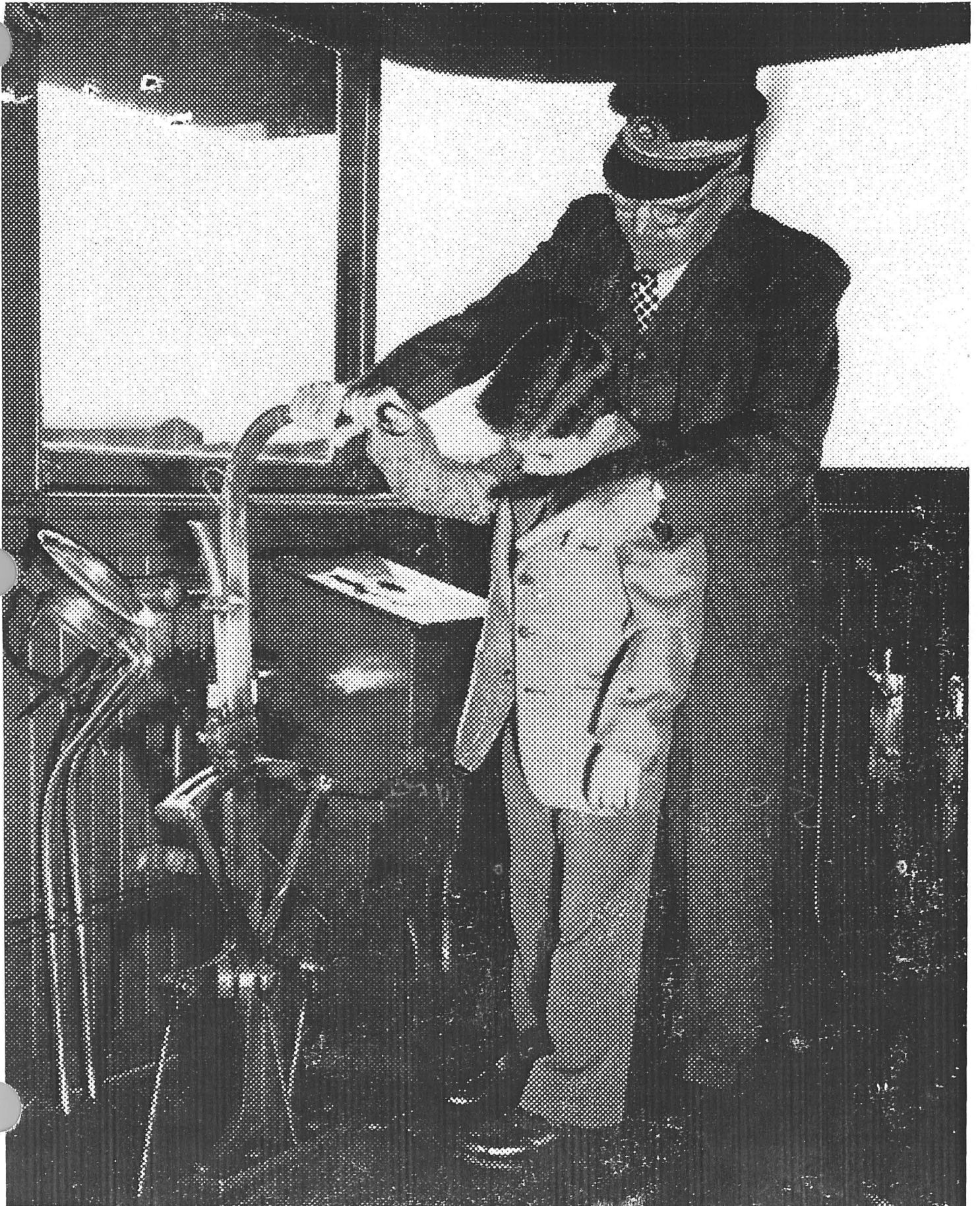
The other pilot house photo (A10.4,193n) shows more of the center window of the house and some of the details above them. There are rudder indicator signs, the paddle steering handle and the engine room telegraph on the right side. It is undetermined if the pair of compass boxes in the house are original, but they could be. Both the doors in the room have now been painted white, but they were dark wood in the 1940 photo.

The layout of the bench, chart tables and drawers shows a varnished interior indicating that it has been varnished before the paint was applied. The cushion on the bench needs a new cover. The vertical part of the seat back is still in fair









S P Mag

Nov 1951

The wood floor in the room is currently covered with linoleum flooring, large areas of the ferry were so treated in State Park days, it works even if it is an historic compromise.

### **Notes on the Exteriors**

There are two very interesting elements missing from the roofs of the pilot houses. Both of them had searchlights mounted through the roof with controls below inside the pilot house. Both of them have been seen aboard the ferry in recent years. They may have been moved into the Haslett Warehouse due to the recent ship yard work. There were also flag poles up there which lasted past the end of commercial service into State Park days. Some of the mounting hardware is still in place on the house tops. Both houses would benefit by the restoration of these items.

### **The Aft Pilot House**

Shortly after the ferry was retired this house was used for office space which has always been scarce at the Hyde Street Pier. In order to get staff and visitors up to it the shipwrights have built and in 1992 re-built a couple of sets of non-historic stairs. Some consideration should be given to rebuilding the historic ladders and moving the non-historic stairs to the equivalent location as on the forward passenger deck. That is leading to the aft end of the hurricane deck rather than the side. The Eureka HSR recommends that the staff offices be removed and the historic interiors re-established. Restoring the

Mate's pilot house and his cabin would have one interesting element not shared by the Captain's house at the other end of the ferry. The radio equipment carried aboard was in the space. There is a small door that was cut in the wall between the pilot house and the office so the officer on duty could keep radio watch. Harry Dring told me this story, but I question it because the Merchant Vessels books never show radio equipment aboard the boat. If true, 1930's radio equipment would be an interesting thing to restore. People who have worked long term at the park report that the door opening between the Pilot house and the Mate's rooms was added after the ferry went out of service. More research is needed within the collection to see where the hardware ended up that used to be in the Mate's pilot house.

The artifacts from the ferry tend to appear and disappear as time goes by. other non-historic items that should be removed are a safe and the doors in front of it, an electric heater and the components of the desk top and drawers. Further, one of the curved windows is not glass and shows up badly along side the others. It also needs a new frame.

The use of the spaces in this wheel house as offices has led to several other changes in the lower level rooms. I believe that the two lower rooms were a twin of the other end of the ferry. That means that there were sinks in each room and a set of bunks in the outer room. The door between the rooms was a museum addition built for the use of the various offices. The closets in the rooms were built for office use and all the furniture and electric lines (mostly in conduit) are not part of the historic

furnishings of the space.

Due to the work that is in progress below and around the forward house, it may be worth considering the restoration of the Mate's Pilot house as it will be available to the public much sooner than the Master's house.

### **THE RESTAURANT**

Another important and interesting part of the ferry is the restaurant, specifically the area of the forward passenger deck that looks out past the covered portion of the deck.

This part of the ferry is mentioned in the Historic Structure Report, "The proposed treatment for this area is to reconstruct the restaurant according to the layout shown in the 1922 construction plan for the passenger deck (on file in the Historic Documents Department of SFMNP) if no evidence or documentation can be found indicating period decor or advertisements on the restaurant partitions, the photographic exhibits could be left in place. The reinstatement of the restaurant would stimulate greater public interest in the vessel, would restore historic integrity, and possibly generate revenue for the park." (Eureka HSR p56)

The previous statement alludes to a most frustrating situation in regards to this part of the ship. Except for the 1922 plan mentioned and a couple of menus there has not been any photographic or other documentation located about the exact layout of the restaurant. From oral history reports, it is known to



have been in operation through to the end of the Northwestern Pacific years. The space was furnished with a mix of tables and counters according to the plan. There were a pair of swinging doors that led into the kitchen which could be restored, in much the same way the doors for the Mens rooms on the Main deck have been. And those doors can act as a model for the entrance to kitchen above.

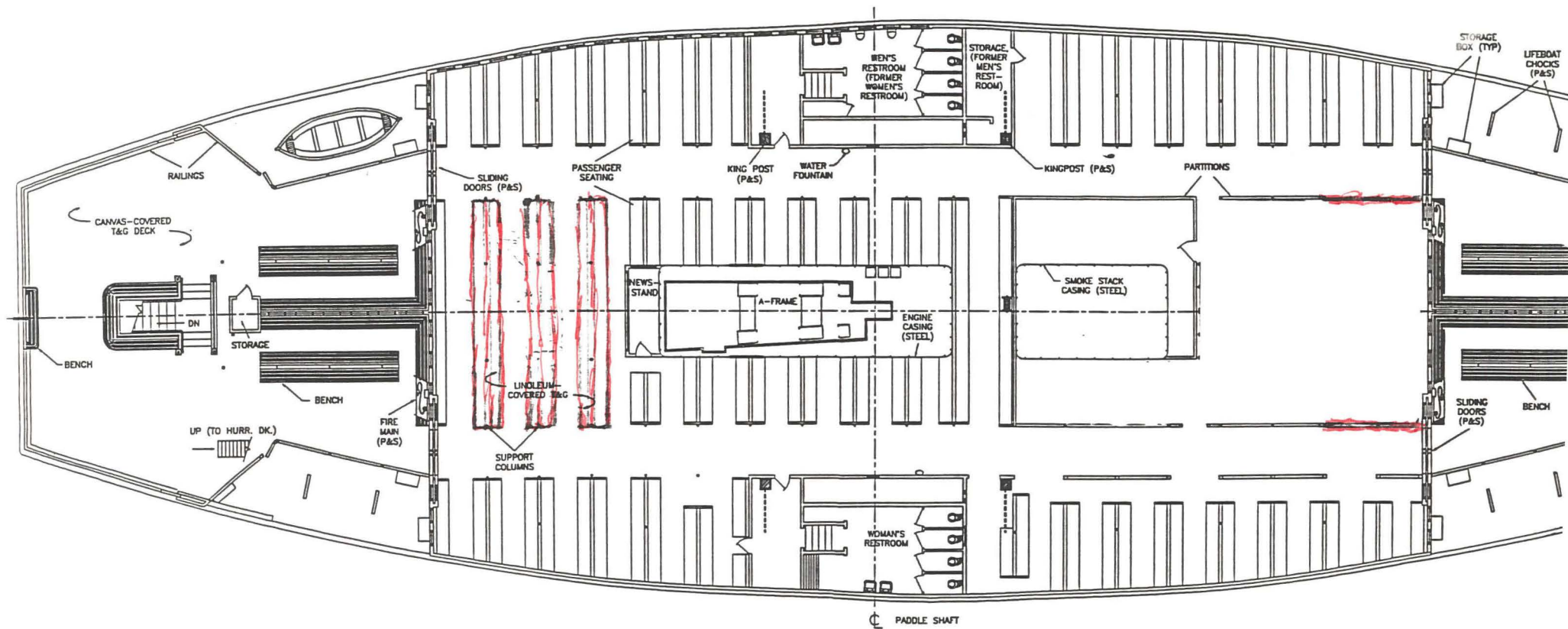
At some point during the State Park years, the window at the rear of the kitchen enclosure was modified to act as a projection screen. This should be restored as well as a number of the frosted glass windows in the clerestory. Due to lack of historical information the above is about as far as it is possible to go at the present time. It is the opinion of this researcher that a restaurant in the space is still a good idea. Without trying to recreate an historic space the general area can still be used for a limited coffee shop kind of service. Considering the number of historic ships that have been used as restaurants, this would be a pleasant addition to the Hyde Street Pier. The next electrical update on the ferry should bring modern service to the kitchen area. Additional plumbing would be the next step, but all of this would be out of sight behind the swinging doors.

When working with a National Landmark, the matter of 106 Compliance comes up. The project to re-create the perimeter of the restaurant according to the ideas in the HSR and the 1922 drawing have been reviewed and the paper work is on file in the Curator's office.

← Stern

Restored to late 1930's

Row →



### THE SMOKING ROOM

The portion of the passenger deck to the starboard of the restaurant was separated from the rest of the deck by wood and glass partitions as shown in the 1922 plan. Dr Thomas Snead, the oldest living NWP ferry rider, remembers the space had glass with a similar pattern as the windows above. The walls exist as built except that the aft end is missing where it adjoined the newspaper stand which is also missing. It is necessary to replace the missing swinging doors and the glass panels, but not of course to use the space for its original intended function.

### THE NEWSSTAND

The current stand appears to be a Southern Pacific addition to the boat built sometime after the change of routes in 1941.

Originally the structure was behind the Smoking Room on the starboard side of the main deck as mentioned above. Other than a very small portion of the 1922 deck plan nothing is known about the structure. Oral history accounts do say it was build according to the plan. with no further details available.

The later stand has been furnished for many years with a variety of period items; such as newspapers, magazines, tobacco products, candy and a post card rack. Overall it stands as one of the best period settings that the organization has ever done.

A couple of improvements that could be done are to open the glass on the port side which is currently blanked off with plywood and to improve the lighting inside the stand.

The display will remain somewhat generic because it is based on general ferry practice not a specific NWP boat. All the photos

that are available are Southern Pacific, which may not be a bad thing as they built the stand in the first place.

#### **THE PASSENGER DECK-GENERAL**

Based on oral history and a very brief glimpse in a motion picture there were a series of sepia photo panels on the sides of the engine room casing. The bolt holes are all that remain today. Unless additional information becomes available it will not be possible to restore this interesting element.

The space at the aft end of the deck is missing three rows of seats because the Southern Pacific Railroad took them out in order to install a snack bar in place of the much more elaborate restaurant that functioned during the NWP years.

The Snack Bar itself, was taken out by State Park people about 1964, according to the Dring file as presented in the HSR.

It is recommended that the seats be rebuilt and this project be done in conjunction with the rebuilding of the restaurant referred to above. There are one and one half rows of seats that could be reused to replace the missing seats. All the interior seats were replaced with newer materials such as plywood about 1955, however all reports say that the layout remained about the same as before the rebuilding.

There were canvas covers in front of the life preserver racks under the seats, that are currently in tatters or completely missing in many cases. These need to be replaced. Some attempt should be made to display the traditional canvas and cork life preservers that were so much in evidence aboard the San Francisco Bay ferries like the EUREKA. There are examples in the collection



that could be used as examples for replicas. There are already replica signs on display which give instructions on the use of the life preservers. A place to do this may be the new display room or rooms that have been proposed for the main deck. There are several windows in the clerestory that need repair or replacement. Two of them are missing entirely, frame and all. There are number of frames that are glazed with plain glass, instead of the frosted glass used elsewhere. All repairs should be made, using existing patterns in the wood and glass.

#### **THE BATHROOMS**

According to the 1922 plans Eureka had three bathrooms on the passenger deck, two large ones for ladies and a smaller one for men. After the ferry was opened to the public in October 1963, the two large rooms began to be used one for men and one for ladies with the small men's room converted to a janitor's closet for storage of cleaning supplies, mops, brooms etc.

Eventually, a new facility was opened for the public on the Hyde Street Pier. Following the 1993/4 shipyard period and the turn around of the ferry the water line was not replaced for the plumbing system.

There seem to be three options for the future of these rooms at the present time. The first is do nothing and let the pier facilities do all the work as they were designed to do. The second is to restore the rooms as proposed in the HSR on page 57. This would bring them back to about the way they were when the ferry was in service and it would make a more desirable space

for the proposed restaurant and the current after hours rental program of the passenger deck.

The third would make a non-functional display out of the area. In all of these options it should be remembered that the outside wall, the roof and possibly the floors of the rooms will be involved in the rebuilding of the outside of the house.

#### **THE MAIN DECK**

The main or car deck is the central walkway for traffic on the ferry, since 1963 the space has been divided in half by a non-historic barrier that until 1994 divided the whole boat into a display side and a work shop side.

Starting with the display side, there was a group of historic cars and trucks along with a horse drawn vehicle and four rail road express wagons. The space also had a working Beam Engine model and several display panels against the walls. Some of the Dutch doors into the engine spaces had the tops left open to show the spaces and some spaces such as the Engineers operating flat were available to the visitors during special Ranger led engine room tours.

The work shop side had a Ranger office/ meeting room, a long section of deck equipped as a rigging shop and an employee coffee/lunch area.

After leaving the San Francisco Dry dock on 26 April, 1994 the ferry was towed back to Hyde Street Pier and placed in her birth bow first, the opposite of the way she had been tied up ever since her first arrival in 1963. The new configuration is nowhere more visible than on the main deck. The new view from the pier will show a line of historic cars instead of the work shop spaces, it has placed the ferry in the slip bow first as was always done when landing in San Francisco. And it will place the less deteriorated side of the house before the public, as they walk by on the pier.

Moving back to the interior of the main deck, there are new opportunities that can be taken advantage of. The Ranger room and the rigging shop are gone leaving a major new portion of the ferry available to the visitors. The center barrier on the aft half of the deck is gone, making way for a more realistic display of the cars, trucks and other vehicles.

The furnished spaces on the main deck, for the first time should include a number of benches patterned after the ones we have aboard. They should follow the pattern shown in the 1922 plan which shows the ferry set up to carry the large numbers of walk on commuters that she was built to accommodate. According to the latest research, the EUREKA mostly carried walk on commuters making the daily trip back and forth to their homes in Marin county. It was on weekends and special occasions that the NWP removed the seats and used the ferry for cars. Even at that regular riders remember seats more than cars. And we can display

for the first time both parts of the ferry's working life by adding the rows of seats on the side away from the cars. And we, and especially the Interupreters, will have to learn to say that both the uses did not occur at the same times.

### **Main Deck Bathrooms**

While the ferry was running for the Northwestern Pacific Railroad, there were two large mens rooms on the main deck of the ferry as shown in the 1922 plan. By the time the boat got to the museum, all of the facilities had been removed and the spaces had become simple storage closets. Later under State Park operation the rooms continued in the roll of rigger's store room and on the starboard side a staff locker room.

After the return from the shipyard the rooms are vacent and the Exhibit Department is looking for a space to mount a permanant exhibit about the 1993/4 work that was done to the boat. One or perhaps both rooms could be used as display areas.

The only data available about the spaces is what is shown in the 1922 plan and samples of the tile that were removed from the deck when the boat was in the ship yard. A large quantity of cement was removed from the spaces, it is recommended that new tile be placed on a light weight plywood subfloor instead of the considerably heavier cement as previously used..

## The Operating Flat

One of the most interesting areas of the ferry for the average visitor are the controls that the Engineer used to operate the Walking Beam Engine. Starting in the State Park days, this space has been more or less available to the general public through Ranger Lead tours. It is simply furnished with a bench and a desk where the paper work was carried out. Some display lighting was added in the 1960s with more added during the 1994 Electrical Upgrade.

An additional piece of restoration has been proposed by long time volunteer and former EUREKA passenger, Jim Brogan, who suggests that the steel deck plate be replaced and in the process remove a Southern Pacific change to the layout. This change concerns the operation of the starting bar by the Engineer, who a busy fellow when it came time to maneuver the ferry around the ferry docks. As built the starting bar was placed in a slot in the deck which allowed it to connect with the steam valves. Under Southern Pacific operation a second opening was added, this is the opening that will be removed. The stand for the starting bar has been replaced in its original position, as it was during Northwestern Pacific years. The stand has been moved and the steel plate still has the two slots when this is written.



## EUREKA artifacts

2/91

CAT_NMBR	DESCR4
SAFR 14020	BAILER: "EUREKA" LIFEBOAT
SAFR 16930	BELL PULL BRACKET: "EUREKA"
SAFR 10055	BELL PULL: "EUREKA" WHEELHOUSE E.R. JINGLE BELL
SAFR 16935	BELL, SHIP'S: "EUREKA"
SAFR 9365	BENCH SKIRT: "EUREKA" PSNGR DECK
SAFR 18688	BINNACLE PART: "EUREKA" FERRY
SAFR 13282	BOAT: LIFEBOAT, SHIP'S: "EUREKA" FERRY (#1)
SAFR 13283	BOAT: LIFEBOAT, SHIP'S: "EUREKA" FERRY (#2)
SAFR 13284	BOAT: LIFEBOAT, SHIP'S: "EUREKA" FERRY (#3)
SAFR 13285	BOAT: LIFEBOAT, SHIP'S: "EUREKA" FERRY (#4)
SAFR 136	BOOK: NWP RAILROAD, MANUAL OF ROLLING STOCK 1931
SAFR 10052	CAN, BUTT: SHIPBOARD, STANCHION MOUNTED, WW2 ERA
SAFR 7395	CERTIFICATE: "EUREKA" CENTENNIAL, BY S.F. MAYOR
SAFR 7398	CERTIFICATE: "EUREKA" CENTENNIAL, CAL. ASSEMBLY
SAFR 7399	CERTIFICATE: "EUREKA" CENTENNIAL, CAL. SENATE
SAFR 7396	CERTIFICATE: CONGR. RECORD EXCERPT RE "EUREKA"
SAFR 10049	FLASHLIGHT: RECTANGULAR CASE HAND LANTERN
SAFR 5650	GAUGE, STEAM: "EUREKA" FERRY
SAFR 5734	GAUGE, VACUUM: "EUREKA" PADDLE FERRY
SAFR 16939	GONG HANDLE, TRIP: "EUREKA" WHEELHOUSE
SAFR 9901	HAT, UNIFORM: "EUREKA" CAPT. SAMUALS
SAFR 10053	HOOK, COAT: POSSIBLY FROM "EUREKA" CABIN
SAFR 66	INVITATION/TICKET: "EUREKA" LAST CRUISE 1941
SAFR 18692	JACKET, LIFE: "EUREKA" PADDLE FERRY
SAFR 198	JACKET, LIFE: "EUREKA" PADDLE FERRY
SAFR 7394	LETTER: FROM SEN. WILSON RE "EUREKA" CENTENNIAL
SAFR 17052	LIGHT BOARD, RUNNING: "EUREKA"
SAFR 11449	LIGHT, RUNNING: "EUREKA" PORT SIDELIGHT 1950'S
SAFR 11375	LIGHT, RUNNING: "EUREKA" STBD SIDELIGHT 1950'S
SAFR 18662	LUBRICATOR CUP, OIL
SAFR 8081	NAMEBOARD: "EUREKA" FERRY
SAFR 8082	NAMEBOARD: "EUREKA" FERRY
SAFR 8083	NAMEBOARD: "EUREKA" FERRY (CANVAS)
SAFR 8084	NAMEBOARD: "EUREKA" FERRY (CANVAS)
SAFR 8853	NAMEBOARD: "EUREKA" PADDLE FERRY
SAFR 208	NEWSPAPER CLIPPING: LAST TRIP "EUREKA" 1941
SAFR 8290	NOTICE: LIFE JACKET INSTRUCTIONS, "EUREKA"
SAFR 16595	OAR: "EUREKA"
SAFR 7630	PAINTING: "EUREKA" PADDLE FERRY BY GLEN BIRCH(?)
SAFR 3871	PAINTING: "UKIAH" FERRY BY C. VOLGUARDS, 1901
SAFR 10047	PATTERN, CASTING: "EUREKA" E.R. TELEGRAPH POINTER
SAFR 14019	SHELF, GLASS: "EUREKA" RADIO ROOM
SAFR 8409	SIGN: "EUREKA" FIRE STATIONS
SAFR 17814	SIGN: "EUREKA" RESTROOMS
SAFR 9648	SIGN: DON'T SPIT ON FERRYBOATS
SAFR 10045	SIGN: OFFICE, PERHAPS FROM "EUREKA"
SAFR 10054	SIGN: OFFICE, POSSIBLY FROM "EUREKA"
SAFR 10050	SOAP DISH: "EUREKA" PASSENGER CABIN
SAFR 10046	TELEGRAPH DIAL POINTER, ENGINE ROOM: "EUREKA"
SAFR 203	TICKET: NWP RAILROAD FERRY SF-MARIN CO. C 1940
SAFR 204	TICKET: WP RAILROAD FERRY S.F.-OAKLAND C 1940

